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The Moscow-Kursk Railroad

1. One of the USSR railway lines [redacted] is the Moscow-Kursk railroad line. This line which incorporates and includes a number of major junctions can be referred to as: Moscow-Serpukhov-Skuratovskiy-Orel-Zmiolka-Kursk. The approximate distance from Moscow to Kursk is 450 miles. 50X1

2. The lines leading from Moscow to Kursk emanate from the Felix Dzherzhinski railway station. From Moscow to Tsaritsyn Dachnaya /approximately 30 miles south of Moscow/ there are four lines of railway traffic -- two carry freight and passengers in each direction. In my estimation, these four lines were necessary because of the many laborers who were hauled to and from Moscow. There are many small stations or stops between the above two points at which laborers are discharged or collected. From Tsaritsyn to Kursk /the remaining distance from Moscow/ there are only two railway lines, one travelling in each direction.

Ties

3. The ties for the entire line were all of wood. [redacted] the majority of these ties were Sosna /pine/ with occasional use of Dub /oak/. Ties were made at special tie factories. [redacted] the Orel Technical Railroad School [redacted] studied ties and their care. [redacted] all ties on the above lines were creosoted and that they were made in various sizes. The ties on the lines from Moscow to Kursk were essentially about ten inches wide, ten inches thick and approximately seven feet long. [redacted] estimate of the length is premised upon the gauge of the rails which was 1524 mm. The ties extended beyond the outer surface of each rail approximately one foot -- maybe 14 inches.

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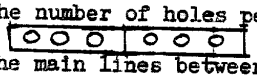
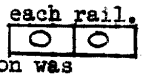
Track-laying

4. The base or foundation for railroads on the Moscow-Kursk line [the road bed] is Shebyonka [small rocks and pebbles]. The ties are placed on the Shebyonka about one normal male step apart [two to two and one-half feet]. The rails are then placed on the ties over Podklatke [tie plates]. Most of the Podklatke had two holes (for spikes) on the outer side of the rail and one hole on the inner side of the rail. The Kastile [spikes] which were driven into the ties to secure the rails and tie plates had to be driven by spike mauls. These spikes were about eight inches long. None of the ties were prebored or pre-adzed. Ties were adzed as the plate was laid on the tie -- not at the factory. The Nakladke [fish plates] which joined the rails together varied. The number of bolt holes per fish plate ranged from one to three holes for each rail. In areas where the gradient was banked or on sharp turns, the number of holes per fish plate was either two or three per side of plate.  The size of plate also varied with the type of line. On the main lines between Moscow and Kursk most of the fish plates were either two or three holes to each rail. On the branch lines and railway sidings the fish plate contained one hole per each rail. 

5. The number of ties per kilometer varied from 1200 to 1500. The variation was dependent on elevation, gradient and curves, as well as durability of road beds.

6. From Moscow to Kursk, the tracks were all of one standard size -- 1524 mm.

7. The average length of rails utiliged on this line was about eight meters. 50X1 [redacted] in order to lay rails four men with rail tongs carried them from the side of the line and placed them in position. [redacted] the rails were stamped with special markings [redacted] rails on this line were of three designations or sizes. Type A-1 was used on the main lines. Type A-2 was used on branch lines and type A-3 on railway sidings.

Traffic

8. The amount of daily traffic on the line from Moscow to Kursk was approximately as follows:

A. 30 freight trains each way per day. They hauled lumber, coal, machinery, fish, kerosene, etc.

B. 12 passenger trains per day, on an average, travelled each way.

C. On the branch lines, about ten locals per day travelled each direction.

Passenger Train Personnel

9. The number of workers utilized by the USSR to operate a passenger train

A. On the engine

(1) Mashinista [engineer]

(2) Pomosnih Mashinista [fireman]

(3) Kachegar [stoker] -- on those engines which were not automatically stoked.

B. On the train

(1) Glavni Conductor [chief conductor]
This man is actually responsible for the technical operation of the entire train. As a matter of fact, the engineer takes his orders from the chief conductor. 50X1 [redacted] this chain of command is ironical for although the engineer is subject to orders from the chief conductor, the engineer receives a greater monthly salary.

(2) Starshii Conductor /Senior Conductor/
He is responsible for switching, signalling, flares and the standing train.

(3) The usual run for each crew is approximately 150 to 200 miles. However, on a passenger train which travels greater distances, such as Moscow to Vladivostok, an additional official is included. He is referred to as the Nachalnik Poyezda /chief of the train/. He is solely concerned with the service aspects of the train; that is, with cleaning, compartments, the dining car, etc.

(4) In each passenger car there are from one to two men who handle the administration in each car which includes cleaning and passenger handling under direction from the chief of the train.

Freight Train -- Personnel

10. The number of workers employed to operate freight trains in the USSR is as follows:

A. Mashinista /engineer/

B. Pomoshnik /assistant engineer or fireman/

C. Kachegar /stoker/ -- if there is no automatic stoking system.

D. Glavni Conductor /chief conductor/

E. Vagonni Master /train master/. Each freight train carries a train master who is in charge of switching and loading.

Locomotives Used on the Moscow-Kursk line

11. Up to October 1941 the major heavy hauling was effected by coal burning locomotives /coal hauled from the Donbas region/. From Moscow to Tsaritsyn there were two electric lines which were used for passenger service primarily. All the locomotives listed below /between Moscow and Kursk/ were coal burners.

Initials	Name	Type
SU	S Usilmaya	Passenger locomotive
IS	Iossev Stalin /Josef Stalin/	Passenger locomotive
E	Hovski	Freight locomotive
EM	Eh Mochnaya	Freight locomotive
FD	Felix Dzherzhinski	Heavy freight locomotive
OV	Ovechka	This freight hauling locomotive was rarely used -- it is a pre-revolutionary type.

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